

The Hong Kong Telegraph.

No. 109.]

HONGKONG, WEDNESDAY, OCTOBER 19TH, 1881.

[PRICE—\$16 PER ANNUM.]

Shipping.

FOR
PORT DARWIN, THURSDAY ISLAND,
COOKTOWN, TOWNSVILLE, SYDNEY,
and MELBOURNE,
(Taking through Cargo for New Zealand
via Paochoe).

THE EASTERN AND AUSTRALIAN
SEAMSHIP COMPANY'S STEAMER
"CATTERTHUN,"
will be despatched as above on TUES-
DAY, the 25th instant, at 4 p.m.
For Freight or Passage apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 19th October, 1881.

Intimations.

HONGKONG RACES, 1882.

THIS Meeting will take place on
(Thursday, Friday, and Saturday),
the 23rd, 24th, and 25th February,
1882.

Gentlemen having suggestions to
offer or presentations to make are in-
vited to communicate with the Clerk
of the Course on or before the 22nd
instant.

Hongkong, 17th October, 1881.

FOR SALE.

A SIX-OARED GIG, good as New, OARS
Rowlocks, and everything com-
plete. The boat is suitable for a House
Boat or Captain's Gig.

Apply at the office of this Paper.

Hongkong, 18th October, 1881.

NOTICE.

I Have this day established myself
as Merchant and General Commis-
sion Agent, under the style of W. G.
HUMPHREYS & Co.

W. G. HUMPHREYS.

Bank Buildings,
Hongkong, 1st October, 1881.

JUST RECEIVED.

A SMALL SIZE MELODIAN, by GEO.
A. PRINCE & Co., Buffalo, N.Y.
FOR SALE CHEAP.

Apply at the VARIETY STORE,
Hongkong, 10th October, 1881.

G. FALCONER & Co.,

WATCH AND CHRONOMETER
MANUFACTURERS

AND
JEWELLERS.

NAUTICAL INSTRUMENTS,
CHARTS AND BOOKS.
No. 46, QUEEN'S-ROAD CENTRAL.

Chs. J. GAUPP & Co.

CHRONOMETER, WATCH, AND
CLOCK-MAKERS,

Jewellers, Silver-smiths, and
Opticians.

Charts and Books.

Nautical Instruments.

Sole Agents

for Louis Audemars' Watches;
awarded the highest Prizes at every
Exhibition;

and for Voigtlander and Sohn's
Celebrated OPERA GLASSES,
MARINE GLASSES, and SPYGLASSES
No. 38, Queen's-road Central.

D. K. GRIFFITH & Co.
MANUFACTURERS OF THE
LONDON AERATED
WATERS,
AND GENERAL AGENTS.
7, Beaconsfield Arcade.

NOTICE.

GOODS received on STORAGE, at
the Blue Building Godowns,
Marine Lot 65, Praya East, and ad-
vances made on the receipt.

For the MEEKER GODOWN Co.,
J. M. GUEDES, JUN.

Hongkong, 3rd October, 1881.

Intimations.



WAR DEPARTMENT CONTRACTS.

NOTICE TO BUILDERS.

TENDERS are required for the
ERECTION of COVERED PAS-
SAGES at VICTORIA BARRACKS.

Parties desiring to Tender for the
Erection of these Works must leave
their Names at the Royal Engineer
Office on or before the 22nd October,
1881, and pay the sum of Three Dol-
lars for the Specifications and Bill of
Quantities, which will be furnished to
them by the Government Surveyor.

Bill of Quantities and Specifications
will be printed in English only.

The Secretary of State does not bind
himself to accept the lowest or any
Tender.

A. MEYER, A.C.G.,
District Commissary-General.
Commissariat,
Hongkong, 19th October, 1881.

Auctions.

PUBLIC AUCTION.

OF
ENGLISH, AMERICAN, AND CANTON-MADE
HOUSEHOLD FURNITURE.

THE Undersigned has received in-
structions to Sell by Public Auc-
tion,

TO-MORROW,

the 20th October, 1881, at 2 p.m., at
No. 2, Gage Street,

The whole of the

HOUSEHOLD FURNITURE,

comprising:—

English-made Walnutwood Draw-
ing-room Suite, Plush-covered; Cot-
tage Piano, by Bechstein, full 7 Oct-
aves, made expressly for this climate;
Blackwood-carved and Japanese tables
Vases, Ornaments, Chromos, Engrav-
ings, English-made Walnutwood Hang-
ing Etageres, with Plate-glass Back;
Mirrors, Gilt Bracket Mirrors, Fender
and Irons, Lace Curtains and Poles
and Cornices; Mahogany Extension
Dining Table, English-made; Teak-
wood Sideboards and Whatnots; Glass,
Plated and Crockery Ware; Carpets
and Heath Rugs, Crotone-covered
Bed-room Suites, Couches, Easy Chairs,
Lounges, American-made Black Wal-
nutwood Bedsteads, Spring and Hair
Mattresses, Marble-top Washing Stands,
Lady's Mahogany Wardrobe, with
Plate-glass Door; Davenport, Black-
wood Marble-top Dressing Table,
Toilet Tables, Cheval Glass.

&c., &c., &c.

Catalogue will be issued previous to
the Sale, and the Furniture on view on
WEDNESDAY NEXT, the 19th Instant.

TERMS.—Cash on delivery.

G. R. LAMBERT,

Auctioneer.

Hongkong, 17th October, 1881.

Afong, Photographer,

HAS A LARGER COLLECTION of
VIEWS than any other in
CHINA.

Miniatures Painted on Ivory from \$7.

Oil Paintings on Canvas from \$5.

Cartes de Visite, Cabinet, and all
other Styles of Portraits at equally
moderate prices executed under the
supervision and management of

D. K. GRIFFITHS,

Studio 8, Queen's-road.

TUITION IN THE FRENCH
LANGUAGE—

by Monsieur LOUIS PIRON, ainé;
SINGING (CULTURE OF THE VOICE)

by Monsieur EUGENE PIRON, jeune.
44, Queen's Road.

Hongkong, August 30th 1881.

Intimations.



SEALED TENDERS will be re-
ceived by the Undersigned on or
before MONDAY, the 24th instant, at
Noon, for the building of a TORPEDO
MOORING STEAMER and a WOODEN
TORPEDO LIGHTER (including
machinery), according to Specifica-
tions and Conditions, which can be
seen on application to the Naval Store-
keeper's Office.

The Naval Storekeeper reserves to
himself the right to reject the lowest
or any Tender.

E. B. JOREY,

Naval Storekeeper.

H.M. Naval Yard, Hongkong.

3rd October, 1881.



GOVERNMENT NOTIFICATION.

REGULATIONS BY THE GOVERNOR IN COUNCIL
UNDER THE PROVISIONS OF SECTION 25
OF ORDINANCE 8 OF 1879.

WHEREAS it has been made to appear
to the Governor in Council that there
is reasonable cause for believing that
Batavia, Samarang, and Sourabaya are
places now infected with infectious dis-
ease, viz., Cholera; it is hereby or-
dered that all vessels arriving from
those Ports shall immediately, on en-
tering the water of this Colony, fly
the QUARANTINE FLAG; and no
such vessels shall communicate with
the shore or with other vessels until
permission to do so has been given by
the Health Officer.

This Order shall come into force on
the 13th Day of October, 1881.

ARATHOON SETH,

Acting Clerk of Councils.

Council Chamber,
Hongkong, 13th October, 1881.



GOVERNMENT NOTIFICATION.

No. 219.

SALE OF THE OPIUM FARM.

Notice is hereby given, that TENDERS for the PRIVILEGE of PRE-
PARING and SELLING PREPARED
OPIUM within the Colony for the term
of ONE, TWO, or THREE YEARS
from the 1st of March, 1882, under
the provisions of Ordinance No. 2 of
1853, No. 1 of 1859, and No. 7 of
1879, will be received at this Office
until Noon on MONDAY, the 24th
October, 1881.

Each Tender should specify the
monthly payment offered for the period
above-mentioned.

The Government does not bind itself
to accept the highest or any Tender.

Should the highest Tender be less
than the sum the Governor thinks a
fair price for the Opium Farm, His
Excellency in Council will grant Li-
cences direct under Section 3 of the
Ordinance, and take such further steps
as may be necessary to realize a fair
price.

By His Excellency's Command,

M. S. TONNOCHY,

Acting Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 20th August, 1881.

William Schmidt & Co.

GUNMAKERS, &c.

BEAconsfield ARCADE.

Arms, Ammunitions, and Requisites
of every description.

Arms Repaired, Cleaned, or Converted
at moderate charges.

Sporting Guns and Ammunition
always on hand.

For Sale.

SAYLE & CO.'S SHOWROOMS.

NEW GOODS.

Ex Fleurs Castle.

Ex Glenorchy.

New Black Dress Silks.
Dress and Millinery Satins.
Coloured Plushes and Rozelles.
Ladies' and Children's Merino Hose.
Two, Four, Six, and Eight Button Kid
Gloves.
Suede's Gloves.
Ladies' Spun Silk and Cashmere
Jerseys.
Boys Jersey Suits.
Scrap Albums.
Relief Pictures for ditto.
Nail, Tooth, and Hair Brushes.

New Costume Tweeds for Dresses.
A splendid variety in Winter Dress
Goods.
Ladies' Braided and Embroidered Felt
Skirts.
Scotch Plaids in every Pattern.
All-Wool Shawls.
Shetland Scarves and Wraps.
An assortment of Crewel Work.
Ladies' and Children's Boots and Shoes.
Specialities in Silk Scarves.
Velvetens in all colours.
Eau de Cologne and other Scents.

&c., &c., &c.

Ball, Reception, and Wedding Dresses made in the most Fashionable Styles.

VICTORIA EXCHANGE, QUEEN'S ROAD, HONGKONG.

Hongkong, 17th October, 1881.

ED. CHASTEL & CO.,

WINE MERCHANTS,

Marine House, 15, Queen's-road.

HAVE for sale ex recent arrivals, Light Breakfast CLARETS in quarts and
pints. After Dinner CLARETS in quarts and pints.

CHATEAU LAPITE, MARGAUX, LAROSE, LEOVILLE CLOS DE

MAURIN, &c. &c.

De St. Marceaux & Co's CHAMPAGNE in quarts, pints and half-pints.

CLARET in WOOD.

CHARTREUSE, CURAÇOA, MARASCHINO.

Price list on application.

BY SPECIAL APPOINTMENT TO

H.E. THE GOVERNOR OF HONGKONG,

AND TO

H.I.H. THE GRAND DUKE ALEXIS OF RUSSIA.

T. N. DRISCOLL,

TAILOR, HOSIER, HATTER, AND GENERAL OUTFITTER,

No. 6, QUEEN'S ROAD CENTRAL,

Next door to the Chartered Bank of India, Australia, and China,

Is now showing a large and well selected Stock of Black and Blue
BROADS and DOESKINS.

VENETIANS, CASSIMERES.

MELTONS, French, and West of England COATINGS.

SUITINGS, VESTINGS, and TROWSERINGS.

Black, Blue, and Brown BEAVERS.

ELYSIANS. French WITNEYS.

NAPS and PILOTS for OVERCOATINGS.

Irish FRIEZES for ULSTERS, in all the leading Colours.

The Outfitting Department is well assorted in everything requisite
for the coming Season.

All Orders executed promptly, a PERFECT FIT guaranteed.

KELLY & WALSH'S

CHEAP AND LIGHT LITERATURE.

New Tauchnitz Volumes.

The Black Robe, by Wilkie Collins.
Mary Marston, by Geo. Macdonald.
From the Wings, by B. H. Burton.
A Confidential Agent, by Jas. Payn.
He that will not when he may, by
Mrs. Oliphant.
Asphodel, by Miss Braddon.

Second Thoughts, by Rhoda Broughton.
Countess of Bonneval, by Lady Ful-
lerton.

The Hunters at Launin' Head, by Mrs.
Lynne Linton.
Dr. Wottle's School, by A. Trollope.

New Novels at 75 cents.

Moths, by Ouida.
A Tangled Skein, by the Author of
Filly Lucre.
The Capel Girls, by Ed. A. Garrett.
High Spirits, by James Payn.
A Pink Wedding, by R. M. Jephson.
Mr. Dorillon, by Jean Middelmas.

Lord Beaconsfield's Novels.
Ready Money Mortiboy Series of Novels
Charles Lever's Novels.
Whyte Melville's Novels.
Wilkie Collins's Novels.
Ouida's Novels.
Miss Braddon's Novels.

Useful Hand Books, 50 cents. each.

Familiar French Quotations.
Familiar Latin Quotations.
Dictionary of Blunders.
The Secretary's Assistant.
Plutarch's Lives.

Rejected Addresses.
Bible Truths with Shaksperian Pa-
rallels.
Dictionary of English Proverbs.
Companion Letter Writer.

Hongkong, 1st October, 1881.

A. S. WATSON & Co.
WHOLESALE AND RETAIL
DRUGGISTS,
GENERAL CHEMISTS,
AND
Manufacturers of the following
AERATED WATERS, viz:
SODA, TONIC, SASSAPARILLA,
AND POTASH, LEMONADE,
GINGERALE, RASPBERRYADE,
AND PHOSPHORIC CHAMPAGNE.

Deliveries in Town and Harbour from
7 A.M. to 7 P.M.

SHIPS' MEDICINE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

Prompt Attention given to Coast
Orders.

HONGKONG DISPENSARY.
HONGKONG.
SHANGHAI PHARMACY,
SHANGHAI.
CANTON DISPENSARY,
CANTON.
THE DISPENSARY,
FOOCHOW.

Notices to Subscribers.

All communications should be addressed The
Editor "Hongkong Telegraph," 15, Wellington
Street.

All letters for publication must be written on one
side of the paper only.

Correspondents are requested to forward their
names and addresses with all communications
intended for insertion, not necessarily for publication,
but as evidence of good faith.

Notices to Correspondents.

Subscribers who do not receive their newspapers
within thirty-five minutes after the time of publica-
tion will oblige by communicating with the Editor.
Domestic Notices, if properly authenticated, will
be inserted free of charge.

THE Hongkong Telegraph.

HONGKONG, 19TH OCTOBER, 1881.

GIGANTIC engineering projects appear to be a feature of the times. The "Channel tunnel," or the submarine way between Calais and Dover, has been a much debated subject which has been on the tapis during the last decade. The experimental shafts and trial drives on both sides are still in operation, and the promoters dilate with assurance of ultimate success. Our cousins, across the water, not to be out-done, have propounded a gigantic scheme, essentially American, for laying a tubular iron railway under the Atlantic, connecting the United States with the west coast of Ireland. But the present is altogether the era of vast oceanic canals. The enormous undertaking of Suez is being rivalled by Panama. Some attempts have been made to deepen the Paumotu Channel, between India and Ceylon, so as to admit of the passage of heavier draught vessels, and to avoid the circuitous route around Galle, but nothing worthy of note has been accomplished, and the matter is still under a rather prolonged suspense. The feasibility of another canal of some import to the China and Eastern trade has been discussed, viz., that through the Isthmus of Kra; but the possibility or otherwise, both from an engineering and a financial standpoint, is too much involved in doubt for speculation on what must, under any circumstances, be only a remote contingency. There are two canal schemes now in Europe occupying public attention, viz., one in France, from the Bay of Biscay to the Gulf of Lyons, and the other in Germany, across Holstein, from the North Sea to the Baltic. Their strategic and commercial advantages coupled with the locale, afford reasonable ground for assuming that the government most interested in their construction will not be backward in taking them in hand as early as practicable and carrying them through to speedy completion. Last and not least, is the Corinthian Canal, regarding which there is some agitation being created in certain circles in Europe, from which advantages to be derived from such a work are small—restricted and limited to certain countries and their commerce.

CONSIDERING recent attempts made in this Colony to obtain Chinese laborers to fill up the gaps caused, according to rumour, by hardwork, starvation, and disease amongst the negro workmen at the Panama Canal, the following observations on this vast undertaking, reproduced from the *Daily Telegraph* cannot fail to prove of local interest:—

"It was to be expected that the progress of the Panama canal works would meet with a good deal of unfavourable criticism in New York, for the Americans looked on the project at first with suspicion, and can hardly be said to like it even yet, in spite of the pronounced 'spread-eagleism' in the declaration of their public men on the subject, and the pains taken to make the United States' influence predominant on the isthmus. Hence allowance may have to be made for the tone of published statements adverse to the probabilities of success in excavating the latest of big ditches. A German physician, who has reached New York from Panama, gives, it appears, a very gloomy account of what is going on at the canal. Only two hundred and fifty persons were employed when he was there, two hundred of whom were negroes, and one-half of them were 'sick, haggard, and starving.' The death-rate had been alarming, and not more than a hundred able-bodied labourers were at work at one time. The wages are seventeen dollars—about seventy shillings—a month, and these unfortunates receive 'the worst board imaginable,' they are 'crowded into shanties, and fed on the cheapest food.' In such a condition of things, it is natural to find that operations are 'advancing very slowly on the canal,' that there was nothing to show for the money expended, and that, in the judgment of New York, it would never be finished. There is no difficulty in detecting a tone of exaggeration running through all these remarks, and they bear a strong resemblance to many which used to be made when the Suez Canal was in progress, with a result which we all know. Of course negroes will not work like English navvies, and their food will be proportionally inferior to the four good meals, the ample rations of butcher meat, and the copious draughts of powerful beer with which the English wielder of the pick and shovel fortifies himself against gigantic tasks. The German physician, therefore, might easily be disappointed, and, without meaning it, draw altogether useless comparisons. But, allowing for this, there is no doubt that, as we long since pointed out, the labour question will be the great and almost insuperable difficulty in making the Panama Canal. The case of Suez affords no precedent, but, on the contrary, a contrast. The undertaking was carried out by forced labour, aided by an enormous supplemental outlay which was only possible because of the huge mulct levied from the unfortunate Viceroy by the arbitration of the Emperor Napoleon. Neither of these adjuncts will help the Panama Canal. M. de Lesseps must take what labourers he can get to stand the climate, and good or bad he must pay for them, and he certainly will never get a contribution of four millions sterling in hard cash from the Republic of Colombia. If, under these circumstances, he accomplishes his task, the more conspicuous will be his merit."

A Judge joking a young lawyer, said:—"If you and I were to be turned into a horse and an ass, which would you prefer to be?" "The ass to be sure," replied the lawyer; "I have heard of an ass being made a judge, but a horse never."

The *Gazette of Alsace-Lorraine* reports that the Governor has expelled from Strasburg two workmen who were suspected of entertaining relations with the leaders of the German Socialists for the purpose of starting a Socialist propaganda in the province of Alsace-Lorraine.

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The Hawaiian ship *Elvira Dorga* has come out of the Cosmopolitan Dock making way for the steamship *Rajinathanahar*.

A telegram from London, dated the 17th instant states that a great storm has passed over England causing terrible destruction.

The British bark *Ellen*, from Singapore, which arrived here last night, reports having lost a Chinese passenger over board on the 14th instant.

The Great Northern Telegraph Company's steamer *Store Nordiska* came in this morning at 6.30 a.m. and left at 7 a.m. to repair the Hongkong-Amoy cable.

We are informed by the Agents, Messrs. Gibb, Livingston, & Co., that the E. & A. Steamship Co.'s steamer *Memmut* left Sydney for this port on the 13th instant. She is expected to arrive here on November 6th.

Our Canton correspondent informs us that one of the new cruisers which Admiral Ting went to England to fetch out, and which recently arrived, has met with a serious mishap in the Canton River.

We are informed by the Superintendent of the Fire Brigade that a Parade and Inspection of the Volunteer and Government Fire Brigades will take place at the Central Fire Brigade Station at 4.15 p.m. on the 20th instant.

The Criminal Sessions were held yesterday, Acting Chief Justice Snowden, and Mr. James Russell, Acting Puisne Judge, presiding in the two courts. The whole of the cases tried were of the usual character, burglaries and larcenies by Chinese, the details of which are of no earthly interest to the outside public.

The following telegram has been received and circulated yesterday by command of His Excellency the Administrator:—"The Director of the Observatory, Manila, to the Governor of Hongkong.—Manila, 18th October, 1881, 3.51 p.m.—Received 4.15 p.m.—'A typhoon is raging in the Islands; its vortex is going to pass to the South of Manila, and with regard to its direction it appears to be W. & N.W.; inclination not known.'"

A telegram, received from London yesterday afternoon, announces continued disaffection in Ireland. The arrest of Parnell has been followed up by the Government, and numerous arrests of leading Land leaguers have been made. Indignation meetings have been held in various parts of Ireland, and one very serious riot has occurred at Limerick the military having to disperse the rioters. Altogether affairs in Ireland wear a most unpromising aspect.

The monument erected by his widow to the memory of the late M. Samoshima, Japanese Ambassador at Paris, may now be seen completed in the Mont Parnasse Cemetery, to the left of the principal pathway. The memorial is constructed after the model of those erected in Japanese burying-grounds, and consists of a granite base and a pyramid of Jura and veined marble. On the latter there is an inscription in Japanese—reproduced in French on the plinth—as follows:—"Naonabon Samoshima, Envoy Extraordinary and Minister Plenipotentiary of Japan to the French Republic. Born at Kagoshima, the 18th of March, 1844; died at Paris, the 4th of December, 1880."—*Overland Mail*.

A correspondent writes:—"I had an opportunity yesterday evening of forming, *a post-riuri*, an opinion of the destructive force of a typhoon—if you so designate the recent gale. Before landing at Kowloon there was visible evidence among the small craft congregated there of damage, which a subsequent walk ashore confirmed but reduced. The stone revetment or face-wall of the strand road suffered to some extent, variously, from the impact of 'troubled waters'; but the peculiar action of the wind—a motion within a motion—was exemplified in the condition of the trees, which nothing appears to have protected from injury, more or less—large and small, sheltered and unsheltered. By-the-way, are the provisions of the Sanitary Ordinance—presuming there is one in the Colony—applicable to Kowloon?"

We learn that the residence of Her Britannic Majesty's Consul, C. A. Sinclair, Esq., at Wu-shih-shan, was broken into by some of the literati and gentry, during the Consul's absence at Nantai last week, and some of the property therein destroyed.—*Herald*.

We hear that a new paddle wheel, light draught steamer, capable of carrying 400 passengers is about to be constructed for Messrs. Kaw Hong Take & Co. to carry passengers on the river between Foochow, Pagoda Anchorage, Sharp Peak, and Quantow.—*Herald*.

Our esteemed acquaintance Mr. C. H. Judd, who will be remembered as one of the gentlemen of King David Kalakua's suite, is described in the *Lisbon Journal das Colonias* as "Colonel Lord C. H. Judd." The Colonel has evidently been promoted since he left Hongkong. This blunder is almost as bad as that of the French journalist who in reviewing Shakespeare's magnificent tragedy, Hamlet, referred to the author in glowing terms as the "Immortal Williams."

We reported a few days ago that enormous damage had been done at Haiphong and the neighbourhood to the rice crop, and we now learn that the loss will be greater than we then stated. Our latest advices from the above port are the effect that an embargo has been laid by the Chinese Mandarins upon the export of rice consequent upon the anticipated short supply, and that the same will come into operation on the 21st of the present month.

The adjourned inquest on the body of Mr. F. C. Dittmer was resumed at the Magistrate's yesterday afternoon, before Mr. H. E. Wodehouse, Coroner, and a jury composed of Messrs. W. Manson, C. L. Thevenin, and P. B. Cama. Dr. Clouth stated that he was called to the Albany on Sunday, and examined the body of the deceased, who was sitting upright on a couch, and bleeding profusely from a wound in the forehead. A revolver, four chambers of which were loaded and one unloaded was lying on his knee near his right hand. He was quite unconscious. The wound was a small, round orifice in the centre of the forehead, caused no doubt by a bullet shot. Deceased remained alive about two hours but never recovered consciousness. Had the bullet been fired horizontally from the wound, instead of going upwards, death would have been instantaneous. He expired at a quarter-past three. Dr. Gerlach corroborated Dr. Clouth's evidence, and said that the deceased was always of a delicate constitution and nervous temperament. He was also frequently absent minded, and had not been in good health during the last few months. Since last spring a marked change had been noticed in deceased's character. Dr. Gerlach attributed this occurrence (the suicide) to a fit of despondency. Mr. Hermann Stollerfoht, chief partner of Hesse & Co., gave evidence as to the deceased's habits, and with reference to the particulars of what occurred on Sunday. He could suggest no cause why he should have shot himself. On the table in his room he found a paper in deceased's handwriting which read as follows:—"Diamond cuts glass, but every sin will be revenged. Farewell, my dearest beloved parents, sisters and brothers. Don't forget your unlucky Gisse who must suffer innocently." The first three words were in English, the rest in German. Gisse was a familiar name deceased was known by at home. Witness had no idea what the paper meant, nor had any of his friends to whom he had shown it. As the Coroner thought they had some clue as to the cause of the fatal act, he adjourned the inquest until two o'clock on Thursday afternoon, when the private papers of the deceased might be placed before them.

"I should like to see somebody abduct me," said Mrs. Smith at the breakfast table the other morning. "H'm! so should I, my dear; so should I," said Mr. Smith, with exceeding earnestness. The Nihilists are not such extremists after all. They desire the abolition of Siberia as a place of exile for political offenders, but are content to have it set apart for amateur elocutionists and album poets.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by Correspondents.]

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir,—As the editor of a newspaper, you may naturally be expected to receive copies of the home papers, and if you read them, you may also observe frequent references to the Atlantic Cables Company. If you have not, I would mention that this seems a sort of vampire company, that, with Mr. Pendor as its head, has succeeded in preserving vitality by preying upon rival concerns. Buying up opposition companies is not altogether an uncouthly affair, as the shareholders of the Hongkong and Whampoa Dock Company already know, and the Atlantic Cables Company would seem to have so augmented their capital for this purpose, as to require double a fair rate for messages to secure a return to their shareholders. Their success hitherto has lain in their ability to buy up opposing companies; when that ceases, the company's collapse, or if not its absolute collapse, the collapse of the market value of its shares are pointed to as matter of fact. I quote this as a parallel case with the Hongkong and Whampoa Dock Company. This company commenced with docks at Aberdeen and Whampoa. To acquire possession of the then opposition dock at Kowloon, both companies were brought to the verge of ruin. After the amalgamation, the Whampoa Dock was got rid of at an enormous sacrifice, but the company is still saddled with two costly and perfectly useless docks at Aberdeen. The Kowloon Dock did the work, and when a fresh opposition arose in the shape of the Cosmopolitan Dock, that had to be acquired also. Any one of sufficient means and energy requires but to build another Dock to force the hand of the Hongkong and Whampoa Dock Company, and that done, double his capital by selling his dock. Some time ago you promised an analysis of the Dock Company's report, or of its business and prospects, I forget which, but to this date I have not read any very pertinent criticisms from you in this direction. I will try my hand at assisting you in the matter. Let us take the report last published, that embracing the six months January to June of this year. We are informed by it that the gross earnings are:—

Kowloon Dock.....	\$253,764
Patent Slip	66,845
Aberdeen Dock.....	59,595
Cosmopolitan Dock.	147,940
	\$528,144

The cost of work done at each, plus the percentage of general expenses, is—

Kowloon Dock.....	\$227,296
Patent Slip	46,853
Aberdeen Dock.....	38,319
Cosmopolitan Dock.	120,302
	\$432,770

Leaving as nett profit—

Kowloon Dock	\$26,468
Patent Slip	19,992
Aberdeen Dock	21,276
Cosmopolitan Dock.	27,638
	\$95,374

The value of the Docks, plus their percentage of floating property, such as steam launches, &c., is, as shown by the report, about—

Kowloon Dock	\$421,094
Patent Slip	154,704
Aberdeen Dock.....	466,033
Cosmopolitan Dock.	422,782
	\$1,464,613

So that on earnings equal to Kowloon Dock

Patent Slip

Aberdeen Dock

Cosmopolitan Dock

Now, what are the facts to be derived from these figures? To start with, slips appear to be far more profitable than docks, since \$66,845 of work gives \$19,992 of profit. The earnings at the Kowloon and Cosmopolitan Docks are nearly equal, but I could wish to know how it comes that \$253,764 of work at Kowloon, gives only \$26,468 of profit, while \$147,940 of work at the Cosmopolitan Dock gives \$27,638 of profit. Do not these earnings, at the Patent Slip and the Cosmopolitan Dock, show that work could have been done so much cheaper by the newer establishment, that, if persevered in, they must have brought the old company to grief. And to crown all, we have the Aberdeen Dock, where \$59,595 of work leaves \$21,276 of profit!!! We all know that this is a fossil establishment, that very little docking is done there, that the Board of Direction is beyond reproach, that the accounts bear the names of two as clever accountants as are to be met with in Hongkong, and so we must believe that work at this establishment is done at 35.53% profit, against 29.90% of profit at the Patent Slip, 18.65% of profit at the Cosmopolitan Dock, and 10.43% of profit at Kowloon Dock. There is one other way of looking at it, that the most profitable jobs, Government contracts, &c., are sent to Aberdeen, to show interest on the capital there invested, that those next profitable are sent to the Patent Slip, the next to the Cosmopolitan, while Kowloon works for a small profit; but this can hardly be expected to throw dust in the eyes of the public. Where, I ask, is that confidence to be derived from that sent Dock shares up to 60% premium, or that

should support them at even the half of it. Accepting the Dock Company's report as *bona fide*, it shows that apart from Government jobs, of which the Company have a monopoly, work is done cheaper at the new establishment than at the old, and therefore proves that newer concerns still would have grounds for belief that work could be done even cheaper than at present. They would not be burdened, as was the Dock Company with an already enormous capital, augmented by the issue of new shares and loans to pay interest upon. The Directors of the Dock Company instead of being contented with a trade profit on work done, apparently imagine ship-owners such utter idiots as to sit down under monopoly prices. If Dock shares, immediately before and after the Company's last purchase, were worth 10 to 20% premium, they cannot be much more valuable now. Their rise was attributed to large purchases, by some of the Directors, seeing which, the gambling public followed suit, and I dare say it enabled those behind the scenes to unload.—Enclosing my card, I am, yours, &c.,

Hongkong, 18th October, 1881.

TOTAL LOSS OF THE "QUINTA."

We have received information that the steamer *Quinta*, about which so much anxiety has been felt, has at last been discovered to be a total wreck on the Island of Taichow, Tientsin, after anchoring for shelter in a typhoon but we are glad to have to record that no lives have been lost. The *Kang-chi* went down to Taichow on Sunday to bring up the wrecked people, two of whom had walked overland to Heihow to report the ship's position. One man, a European, says the natives looted the cargo and set fire the ship, but the other a Chinaman, says the fire occurred accidentally. The Commissioner of Customs and Harbour-Master, at Heihow, have gone to the wreck.

CRICKET.

HONGKONG C. C. V. THE GARRISON.

This annual event was commenced yesterday afternoon, about 3 o'clock, in fine cricket weather, and on an excellent wicket. The soldiers took the first innings, sending in Friend and Mayne, Dumman and Tomes commencing the attack for the Club. The "Sapper" made a single off Dumman's second ball, and after a maiden from the underhand bowler, Wolsey hit the first ball of Dumman's second over for four. Evidently bent on hitting, the Doctor scored rapidly until well caught by St. Croix off the round arm bowler for a useful innings of 17, compiled by one 4, one 3, four twos, and singles. Charley took the vacant wicket, but seemed hardly at home with St. Croix's bowling, and was clean bowled after scoring 8, Friend also falling a victim to a smart catch by Dumman off Wilson, who had superseded Tomes with the ball. Noel Clarke, O.S.D., and Corporal Hutchinson, of the R.I.F., made a good stand, after St. Croix dismissed Lume with one run to his credit, both batsmen hitting out vigorously, and necessitating several bowling changes. Tomes eventually managed to get an undergrounder past Clarke's bat, whilst the Corporal fell a victim to a combination of Hynes and Dumman, having made the highest score of the innings, 26, by free hitting. Mayne was the only one of the remainder who made anything of a stand, and his dozen was well played for. The innings totalled 116, including five extras. Dumman and St. Croix were the most successful bowlers for the Club, the former taking 4 wickets all caught, for 35 runs, the latter bring credited with 3, two clean bowled for 23. Forbes and Newington were the first representatives of the Club at the wickets, Charley and Radcliff bowling for the military. Forbes was in hitting mood, and commenced operations by driving Charley's first and third deliveries for two and four respectively, supplementing these with hitting Radcliff's third ball for four. Newington, who played very carefully, scored a brace off the fast bowler, and then Forbes opened his shoulders and drove the left-hander clean out of the ground for five, which necessitated an immediate bowling change, Cockerell relieving Radcliff. The change was not a successful one to commence with, three runs resulting from his first over. The first ball of Charley's fourth over cleaned bowled Newington. One for

wicket, and played the remaining four balls of the over. From the first ball of Cockerell's second over Forbes scored six, and a single resulted from each of the three succeeding balls, making the over a rather expensive one. Carpenter was bowled by Charley in the following over (two for 39), and Dumman only scored three singles, when he was smartly caught and bowled by the fastlier. In Cockerell's next over Forbes was out of his ground, and, missing, paid the usual penalty, having played a dashing innings in his usual correct style, for 35. St. Croix and H. F. Whyte played up to the call of time, both batsmen hitting in good form.

Play was resumed this morning about 12.30, the two "not outs" of the preceding evening defending the wickets against the onslaughts of Charley and Cockerell. Whyte was in good hitting humour and scored rapidly and in first rate form, his hard hitting and clean crisp style of cutting eliciting some applause. St. Croix also played in his usual finished style. The bowling was fairly collocated by both batsmen, and knocked all over the field. When our report left Whyte had scored 30, and St. Croix 15, and both were well set. A rather unfortunate accident happened to Radcliff who was fielding at point. Whyte cut a ball from Charley hard in that direction, which struck the fielder just below the knee, completely doubling him up. He was immediately carried to the pavilion and attended to by Dr. Wolsey. The score stood—at 12.45—100 for 4 wickets. Particulars are sub-joined:—

GARRISON.		First Innings.	
Lieut. Friend, R.I.F.,	15	Lieut. Young, R.I.F.,	15
Dumman, b. Wolsey, 15		Lieut. Mayne, R.I.F.,	5
Dr. Wolsey, A.M.D.,	1	Lieut. Wilson, R.I.F.,	12
St. Croix, b. Dumman,	17	Lieut. Radcliff, R.I.F.,	4
Charley, R.I.F.,	17	Lieut. Lawford, R.I.F.,	3
bowled St. Croix,	8	Lieut. W. H. Carpenter,	3
R. F. St. Noel Clarke,	8	Gunner Cockerell, R.I.F.,	1
O.S.D., bowled Tomes,	17	St. Croix, b. Dumman,	3
Lieut. Lume, R.A., bow-	1	Extras,	5
led St. Croix,	1		
Corporal Hutchinson,	26	Total,	116
R.I.F., b. Forbes, 1			
Dumman,	26		

An exciting balloon adventure took place in the suburbs of Vienna recently. M. Godard, who has made upwards of two thousand ascents, went up accompanied by three journalists, in his great balloon. The voyage, according to the aeronaut himself, was the shortest and most perilous he had ever made. After ascending to a height of three thousand eight hundred feet, M. Godard found the balloon was driving along between two tremendous thunder-storms which were raging on either side. In order to avoid the imminent danger from the lightning, he resolved at once to descend. The balloon came down with great rapidity, but it had no sooner escaped the electric fluid than it was threatened with another danger not less great. It seemed that nothing could save it from falling into the mid-stream of the broad Danube. By dint of great exertion, and helped by his long experience, however, the aeronaut succeeded in bringing the balloon to the ground in a wood a few feet from the bank of the river, and landing his companions and himself in safety on the bank of the river.—*Indian Daily News.*

At Lillie Bridge Grounds, West Brompton, on August 27th, Mr. Archibald W. Sinclair, long distance amateur champion walker of England, accomplished the task of walking 120 miles in twenty-four hours, and beating all previous records from 51 miles to 120 inclusive. The weather was not favourable for pedestrian achievements, a strong cross wind blowing which must have retarded the walker's progress considerably. However, Mr. Sinclair stuck gamely to his work, and after covering 50 miles in 8 hours 56 minutes and 38 seconds, it was deemed certain that he would accomplish his task, and put all previous records in the shade. Seventy-five miles were covered in 14 hours 10 minutes; 100 miles in 19 hours 41 minutes and 50 seconds, and the full distance in 23 hours 53 minutes and three seconds. Mr. Sinclair, though slightly lame for the last two miles, was not much distressed at the finish. His total absence from the track during the journey amounted to 57 minutes 39 secs.

CANTON.

(FROM OUR OWN CORRESPONDENT.)

CANTON, 18th October.

The two new Chinese cruisers *Chao-yung* and *Yang-wei* did not honour your port with a visit, I hear, but after anchoring a short time outside Hongkong, continued their voyage to Canton. All went well with them until the "Barrier" in the Back Reach was approached, when one of them got on the "Barrier," and there stuck, and was fast on shore when the last account reached this city. The story goes, but I cannot vouch for the truth of it—although quite ready from what I know to believe it—that for the sake of economy a pilot was put into the leading ship only and the other vessel ordered to keep in the wake of her leader. It is scarcely necessary to remark that the foremost vessel (Admiral Ting and Captain Clayson) was taken past the "Barrier" in perfect safety when it is known that Captain Ellis, of your Port, was in charge; but the unfortunate craft that is said to have been ordered to "keep in the wake of the admiral" could not have done so perfectly or she would never have come to be in the position she occupies. Yesterday evening when the *Peking*, Capt. Drewes, passed the "Barrier" the gunboat was still hard and fast at the top of the flood, which means that she is fixed without much chance of getting off till higher tides obtain and the vessel is lightened.

MACAO.

(FROM OUR OWN CORRESPONDENT.)

MACAO, 15th October.

I had commenced to deal with the second imperfection of the Lyceum system of education at Macao, viz., "the money it costs," when I read the remarks lavished on the "pedagogue," in your issue of the 12th inst. They call for a slight reply if you will excuse the digression.

It seems ludicrous that, since there are so many "hobbies" to be ridden down at Macao, only a pedagogue should be seen riding one. The task must evidently be repulsive, but on inquiring into its nature, it is easy to see that the right of free criticism and the privileges of the press are novelties here. Macao is like a sensitive plant that shrinks from the touch of censure. The ruling principle adopted by the thinking and the unthinking portion of this community, is "Whatever is, is best." If one ventures to express his opinion upon any subject of public interest, he is classed either as a mercenary, or a "pedagogue who wishes to ride a hobby down."

Macao is full of hobbies, and their not being ridden down, is one of the causes of its present decay. People are not accustomed to look straightforwardly at their constitutional rights; they do not make use of their privileges; or else the hobbies would have disappeared long ago, and the country would have assumed a better aspect. There is, for instance, the military hobby; the gambling hobby; the non-publication of the exchequer returns and expenditure hobby; the Wising lottery; the harbour deterioration and the Chinese Hoppo hobbies, and many others of minor importance, which stand unriden. The notorious coolie traffic hobby was the only one that has been ridden down, by the energetic action of both the national and foreign press; it was branded with infamy and stamped out of the soil by the influence of public opinion.

The pedagogue's "loud talk and strong comment" on the Lyceum system of education, were not directed against any one connected with the said Lyceum, but against the institution, which, by its nature, is exposed to the comment of any individual gifted with a sober mind, and with arguments and facts on his side. I may, therefore, avail myself, of my acquaintance with the subject and of my right as a resident of Macao, to discuss the educational question without seeking praise or fearing censure, with a simple determination to elucidate truth out of darkness. If comparisons are odious, they are ridiculous when they are made to support a weak argument. There can be no sensible comparison instituted either between the Lyceum studies in Portugal and the educational system adopted in English Public Schools, or of either with the educational necessities of Macao. The premises are too far fetched; the conclusions reach the Antarctic Pole. The student of English public schools only prepares himself to be a candidate for the B.A. degree, whilst the programme of the Portuguese Lyceum embraces every subject studied by the B.A. It is this redundancy of subjects, and inconsistency of principle which render the Lyceum system defective. The degree of B.A. has a far higher significance than the last examination certificate of any Portuguese Lyceum. The course of preparatory studies enforced by the English Public Schools, is essentially elementary; it suits the age and the reasoning powers of the pupils, and allows ample time to the teachers. The Lyceum system is too overcharged with the scientific element, it allows the teacher too little time for explanation and tuition, and consequently produces only a superficial knowledge in the students. In English Public Schools, there is ample room given to commercial studies; there is none whatever in the Portuguese Lyceum.

Supposing, however, that the Lyceum is at par with the English Public School, are we to infer that the educational necessities of Macao are to be weighed in the same scale? Whoever draws such a conclusion, in the face of the sad condition of this once flourishing spot, would really deserve the "loudest talk and the strongest comment" of the whole universe.

LOSS OF THE BRITISH BARK "WELLINGTON."

COURT OF ENQUIRY.

The following account of the loss of the British bark *Wellington* has been supplied by the officers of the vessel, who arrived at this port by the P. & O. steamer *Sunda*:—The *Wellington*, 587 tons, was commanded by Captain Dick, and was on a voyage from Newcastle, N.S.W., to Yokohama, and left the former port on the 9th July with a cargo of coals. Fair weather, was met till Vries Islands were approached, when a strong N.E. wind was experienced, which shifted to South and increased to a violent gale. Sail was immediately shortened; barometer 29.70. At 2 a.m. on the morning of the 15th September sighted Jokoshima Light ahead, and hauled the ship to port, wind being South; soon after this the fore-top-sail sheet and quarter-block carried away, and it was impossible to reset the sail which was made fast with great difficulty; barometer still falling. Now tried to get fore-and-aft canvas on the ship, but all these sails were blown away one after the other, but the main-topmast staysail, which held on; ship making no progress through the water but driving to leeward of the light. At 4.30 a.m. the Sagamin Light bore E. distant two miles, and when abreast of this light the remaining sail blew away, leaving the ship powerless, barometer 29.30, falling rapidly. Immediately got ground tackle ready, and at day-break sighted a reef of rocks on the port quarter, in the vicinity of a small bay where we thought it possible to ride out the storm. The lead here gave ten fathoms and another cast seven and a half, so both anchors were let go and veered to all chain. In ten minutes after anchoring wind shifted to S.W., and vessel commencing to drag towards the ground. An attempt was now made to get out the boats, and the whale boat, striking the ship, went to pieces. In the meantime the vessel began to break up, the fore part going first taking with the remaining boats and all hands ran aft and clung to the starboard quarter. Mr. George Bradshaw, the second mate, attempted to swim ashore with a line, but could not succeed and had to let go the line on account of the heavy surf; but assisted by Japanese he got on shore. Two seamen also made the attempt, one who could not swim taking a life-buoy; these both got on shore, but the man with the buoy was much hurt owing to contact with wreckage. The remainder got on shore by means of the mizen-mast, which was carried away under the deck and heeled over towards the land. The vessel now lies a total wreck, being broken in two, off the village of Mitomura, about three miles from Jokoshima.

A court of inquiry was held at Yokohama on the 29th ult., before M. Dohmen, Esq., H.B.M. Acting Consul, when Captain Dick, master of the *Wellington*, was sworn, and made a statement which was in substance the same as that contained the report of the disaster.

The witness was evidently much affected in giving his testimony, and was in great part inaudible at the reporters' table.

To the Court.—The name of the village off which we were wrecked, and where we were well treated by the Japanese, is Mitomura, distant about five miles from Jokoshima. The wreck was completely broken. It has been sold by auction for the benefit of those concerned. The vessel was not insured. I do not know whether any steps were taken to insure her.

To Lieut. Martin.—On the evening of the 13th the wind was South East force sufficient to make us take in all our sails a gale. At 2 a.m. on the 14th, Jokoshima ahead, course N.E. by E. We went ashore at 5 a.m. the same day. The reef on which we grounded was not the Macedonian, sighted on my port quarter. It was a small reef, not named, at the entrance to Oshima Bay, on which we grounded. The wind was then of typhoon force. The ship was making a little water, but showed no signs of weakness. On grounding she broke in half. She was striking very heavily. When I shaped my course for the Uraga Channel, I allowed a point to the Eastward for the set.

To Captain Henry witness stated that he took all the precautions in his power, and that it was impossible for

to get out of the bay. Soundings were taken as often as could be done. If anchors had been let go in deeper water he was afraid the vessel could not have ridden out the gale, as she would have been exposed to its full force and the sea. As it was she was sheltered by the reef. She was well found; and her sails were strong enough to stand any ordinary gale.

Hugh Alexander, Chief Officer, was sworn and testified to the correctness of the Master's statement. Every precaution was taken, as far as could be done with the vessel, to bring her to port. After she struck the Captain and ship's company behaved well. (Witness pointed out on the chart the spot where the wreck occurred.) The Captain knew where he was when he sighted the reef. During the voyage the vessel always made an inch of water an hour. She was well found in sails and gear. We had no time to heave to. At midnight we had main top-gallant sails set. When the wind changed at two a.m. we shortened sail.

Captain Dick, in answer to the Court, stated that his second officer was in hospital. He had no carpenter on board.

Arthur Richards, able seaman of the *Wellington*, testified that to the best of his belief every thing was done by the Captain and crew to save the vessel.

The Court adjourned for ten minutes, after which it returned and pronounced the following finding:—

The Court exonerates the master and crew from all blame in connection with the loss of the vessel, and considers that the steps taken by the master for saving his crew are highly creditable to him.

THE SCOTCH POPULATION.

Some curious particulars are supplied by the Scotch Registrar-General in his last report. By the figures and tables given it is shown that the whole population of Scotland, estimated to the middle of this year, was only 3,661,292; and there are signs, let us hope only temporary, that it is not increasing at the usual rate. The general birth-rate and the general death-rate were each below the average of the ten immediately preceding years, and the marriage rate was not only below the average, but, with the exception of that of 1879, the lowest recorded since the institution of the office of Registrar-General twenty-six years ago. This would be a serious matter did it indicate a decline in the population of Scotland. The decrease of marriages is, however, attributed by the Registrar-General to the recent period of commercial depression, from which the country is only beginning to revive, and it is anticipated that next year's report will show the normal rate of increase. It is satisfactory to find that the death-rate is decidedly lower than it has ever been, the deaths registered being in the proportion of only 207 for every 10,000 of estimated population. The tables giving a view of the mortality due to each class of disease supply interesting facts as to the value of vaccination, and to the fidelity with which the provisions of the Vaccination Act are administered in the Northern Kingdom. In the registers of the eight principal towns only five deaths from small-pox were recorded during the year, and of these the victims were either unvaccinated or persons on whom the reporting medical attendant could detect no vaccine mark. In all Scotland only one individual is reported as refusing to have his children vaccinated.

Recent home papers report a strange adventure with a large whale at Walls Island, Orkneys, where it was lately stranded on the outlying point of the coast. Men, women, and children rushed to the spot with knives, pitchforks, and more primitive weapons, and cut the monster in a fearful manner, until it was supposed that life was extinct. Ropes were afterwards procured and fastened to the whale, the boats proceeding to tow it into harbour. With the rising tide the whale floated; but as the boats were sailing in triumph with the prize, the whale suddenly took a fresh lease of life and started seawards, in turn towing the boats. It was only after being dragged more than three mile that the men succeeded in cutting the ropes and escaping.

THE AMERICAN MAIL.

We take the following telegrams from our San Francisco exchanges received by the O. & O. S. S. Co.'s steamship *Gaelic*, Captain Kidley, which arrived here this morning:—

Toronto (Ont.), Sept. 12.—The final heat of the single-scutt race was rowed this morning; Ross first, Conly second, Courtney third, Hanna fourth, Ten Eycke fifth. Leo did not start.

The consolation race, single sculls, was won by Trickett; Gandauer second, Hosmer third.

The race between the Morris Lee and the Halifax four for second and third money was the most desperate of the regatta, and resulted in favour of Morris Lee by three feet. The time of turning the buoys was 9.50, and of the race 20.09½. Staying power won the race. The distance was three miles.

St. Johns, (N.F.), Sept. 12.—The steamer *Proteus* has arrived from Lady Franklin Bay, having accomplished her work. She brought back such members of the expedition party as were regarded unfit to endure the hardships of the Arctic Winter. There was much ice in Lady Franklin Bay. No tidings of the missing *Jeannette* or search parties.

Cairo, Sept. 12.—The officers refuse to accept the conditions offered unless their previous demands are first conceded, and boast they have the support of 80,000 Bedouins.

Constantinople, Sept. 12.—Fears are expressed in diplomatic circles that the situation in Egypt may lead to differences between France and England.

Goletha, Sept. 12.—A native messenger proceeding to the French Camps at Seaghouan has returned. He reports that he met a small body of French troops fleeing before a large force of Arabs, and saw several French soldiers killed.

Berne, Sept. 12.—A land slip occurred last evening near the village of Elm, Canton of Glarus. Five hundred people were killed and thirty houses destroyed.

London, Sept. 13th.—Four arrests have been made in connection with the outrage at Knechtogre, County Cork.

Karl von Schlitzner, German Minister to the United States, is now at Rome, and will proceed to Washington to present his letters of recall.

A Turkish troop-ship has arrived at Tripoli with three batteries of artillery, 2,000 troops and ammunition. Another vessel arrived yesterday with over 2,500 troops.

Official reports state the Arabs attacked the French camp at Zaghouan, Tunis. The fight lasted forty-eight hours. Supplies being entirely cut off, the French position is considered difficult.

The Doncaster September meeting opened yesterday. The Champagne Stakes for two year-olds was won by Kermesse; Dutch Oven second, Nellie third. The great Yorkshire handicap was won by Petrand; Teviotdale second, Syracuse third. The latest betting for the St. Leger was 9 to 4 against Iroquois.

September 14th.—At the St. Leger races the weather was dull, but not rainy. The attendance was very large. Iroquois' victory was extremely popular and he and Archer were enthusiastically cheered.

After the race Iroquois became second favorite for the Cesarewitch Stakes at Newmarket, October 11th, at 14 to 1 against, with 12 to 1 against Geo. logist.

New York, September 15th.—A cable special to the *World* from London of the 14th says:—For the second time since the foundation of the Doncaster St. Leger, in 1876, it was to-day won by a foreign-bred horse. The first occasion was when the race was won by the French horse *Gladiateur*; the second that of to-day in the winning of that great event by an American-bred horse, Iroquois. *Gladiateur* had won a Derby, as also Iroquois; but so unpopular was the French horse among the "Tykes" of Yorkshire that they made it anything but pleasant for the Frenchmen present to witness the victory. The scene to-day, however, was totally different, for no more popular St. Leger winner has been seen during the last ten years than Iroquois.

New York, September 13th.—The *Herald's* St. Petersburg special says: On my remarking to a high official attached to the Ministry of Foreign

Affairs to-day, that the Dantzie manifestation seemed to be directed chiefly against France, he replied: "It is strange, but there is no statesman in France with whom one can treat seriously. Gambetta's utterances are always imprudent, and the French Government commits blunder after blunder. The Hartmann affair is a sad instance, and it will not soon be forgotten. If MacMahon were still at the head of affairs, no doubt the rent between France and Russia would be narrower. It has never been so wide as now." This is the dominant feeling on the matter. The Emperor is delighted with the result of his conference, and expressed satisfaction to the Empress immediately he saw her. Soon after his return, he sent a dispatch to the Emperor of Germany, announcing his safe arrival, and an immediate answer was received.

Chicago, Sept. 13th.—The *Times'* cable special says:—The situation in Egypt continues to excite the gravest apprehensions, and all parties are at sea as to what should be done. The English will not consent to a joint occupation by the French and English, and neither France nor England will permit the other to attempt the case alone. A serious fear prevails that if Turkey be asked to put down the Egyptian army, it will lead to a revival of Turkish claims of sovereignty over Egypt, which will tend to unite all Islam against Christianity's advances in Northern Africa. Italy is getting clamorous, that in case of any sort of interference in Egypt, she shall be allowed to regain the ground she lost when France and England assumed joint occupation. In fact, all Europe is more excited over the Egyptian incident than anything which has occurred in several years. The furious demand of some French journals that French gunboats be sent at once to take possession of the Egyptian ports, excites but little attention, as it is regarded that France has now all it can attend to in the work of pacifying Tunis and Algeria. A banker, a member of Parliament, in conversation with the *Times'* correspondent, said he regarded the situation as a serious one, and liable to produce an imbroglio of an international character.

Cairo, September 13th.—The disaffected officers have signed an act of complete submission to the Khedive, and the notables guarantee its fulfillment. Haddad Pasha has been appointed Minister of Finance, Baroudi Pasha Minister of War, and Marashly Pasha Minister of Public Works.

London, September 13th.—A rumor is current that a joint English and French squadron will proceed to Alexandria.

Constantinople, Sept. 13th.—The dispatch of troops has not yet been decided upon. The Khedive attributes the entire trouble to Halim, claimant of the Egyptian Vice royalty.

Paris, September 13th.—The *Temps* states that as soon as the first news of the revolt in Egypt arrived the English Government communicated to Barthélemy St. Hilaire, Minister of Foreign Affairs, its intention to proceed in accord with the French Government.

Rome, Sept. 15th.—Father Campbell, Canon of St. Peter's Cathedral, last evening abjured Catholicism in the chapel of the Methodists, after notifying Cardinal Bofromes, Prefect of the Congregation, of his decision. He says his action was caused by the continued hostility of the Pope.

London, Sept. 15th.—The Trades Union Congress to-day separately expelled several professed Delegates, for the reason they did not represent bona fide Trades Unions. About eighty members favoured and thirty opposed the expulsion.

Venice, Sept. 15th.—The King and Queen of Italy formally opened the Geographical Congress here to-day. De Lesseps delivered the inaugural speech.

New York, September 17th.—The *Herald's* Cairo reporter has interviewed the Khedive. He said: "The height of my ambition and life for, is the happiness and prosperity of all the people in Egypt, regardless of religion or nationality."

"Since my accession I have taken as my model the American civilization, which admits of no distinction, neither of race nor of religion."

"I have done all in my power to insure that those who live here may feel that they have a real home in Egypt."

"My task is beset with difficulties that nobody outside of this country can appreciate. With God's help, however, I shall succeed in overcoming them."

"Arabia Bey has personally assured me of his loyalty."

The *Hadjar*, the disaffected journal, is suppressed. The real feeling here is hostile to Europeans, and the present arrangements only tend to fan the smouldering discontent.

England will not back her threats with a military force, and France is sulky.

The Turks wish Prince Bismarck's approval, and will not interfere. Consuls Wolff and Comans are wide awake to American interests.

Paris September, 16th.—News has been received of a hotly-contested fight between Sabitois' column and the insurgents at Negrin. The French loss was seven killed and 15 wounded. The Arab loss was very considerable. Tranquillity has been restored at Susa, Mahadia, and Monastir.

September 17th.—The public is becoming alive to the nature of the situation in Tunis, the seriousness of which is shown by the fact that the measure ordered in the circular of the Chief of Staff, directing the strength of all battalions sent to Africa to be 600 is calculated to cost from 20,000,000 to 40,000,000 francs.

September 18th.—According to all accounts there was a stormy scene in the Cabinet Council yesterday. Accusations and recriminations were freely exchanged in consequence of the attack on General Farre, Minister of War, by Constans, Minister of the Interior.

General Farre offered to resign, but as his resignation would entail a disruption of the Ministry, reconsidered his offer, and it was decided that he should publish a vindication of his policy in the official journal.

Roustan, French Minister at Tunis, told the Council that the deadlock in Africa was due to their vacillation. Tunis, he said, should have been occupied to impress the Arabs. He said 25,000 men would be wanted for the rest of the year to crush the insurrection. The Bey should be induced to abdicate, and Taib Bey should succeed. Roustan is instructed to hasten the Bey's abdication. General Legeret, it is said, has determined to occupy Tunis, but the Bey refuses his consent.

COMMERCIAL INTELLIGENCE.

THIS DAY, ONE P.M.

The general depression in local stocks still continues. Docks are of course playing leading role, and a good deal of speculation, as we anticipated would be the case, has been indulged in since we last wrote. A large time business has been booked at 35 per cent premium—for, the end of December, and there are still plenty sellers at that rate for the end of the present month. So far as we can learn not a single share has been bought or sold for cash for some considerable time past. Banks are offered at 110 for the end of the month, and China Fires are on the market at 280 per share—without, however, leading to any business in either case. We have to report a movement in Steamboats at last, an average number of shares having changed hands at 24 per share premium. A few Ice shares have also been purchased at a fractional increase on the old rate, namely, 128 per share. Hotels, although freely offered at 108 fail to attract attention, and Sugars remain *in statu quo*.

SHARES.

Hongkong and Shanghai Banking Corporation—110 per cent. premium, Sellers.
Union Insurance Society of Canton—\$1,675 per share, sellers.
China Traders' Insurance Company—\$1,600 per share.
North-China Insurance Company—Tls. 1,125 per share.
Yangtze Insurance Association—Tls. 830 per share.
Chinese Insurance Company—\$307½ per share.
Man On Insurance Company, Limited—\$25 per share premium.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$960 per share, Sellers.
China Fire Insurance Company—\$280 per share, Sellers.
Hongkong and Whampoa Dock Company—35 per cent. premium, sellers.
Hongkong, Canton, and Macao Steamboat Company—\$24 per share premium, Sales.
China Coast Steam Navigation Company—Tls. 162 per share.
Hongkong Gas Company—\$85 per share.
Hongkong Hotel Company—\$108 per share, Sellers.
China Sugar Refining Company, Limited—\$160 per share.
China Sugar Refining Company (Debtentures)—3 per cent. premium.
Hongkong Ice Company—\$128 per share, Sales.

Hongkong and China Bakery Company, Limited—\$50 per share.

Chinese Imperial Government Loan of 1878—1½ per cent. premium, ex interest.

Chinese Imperial Government Loan of 1881—3½ per cent. premium.

EXCHANGE.
On LONDON—Bank Bills, T.T. 3/8½
Bank Bills, at 30 days' sight 3/8½
Bank Bills, at 1 month's sight 3/9
Credits, at 4 months' sight 3/9½
Documentary Bills, 4 months' sight. 3/9½
On PARIS—Bank Bills, on demand 4.68
Credits, at 4 months' sight 4.80
On BOMBAY—Bank, T.T. 223
On CALCUTTA—Bank, T.T. 223
On SHANGHAI—Bank, T.T. 73½
Private, 30 days' sight 73½

HONGKONG TEMPERATURE.
(TAKEN AT MESSRS. FALCONER AND CO.'S REGISTER, QUEEN'S-ROAD).

Hongkong, 18th and 19th October.
BAROMETER—1 P.M. 30.090
Do. 4 P.M. 30.060
THERMOMETER—1 P.M. 76.
Do. 4 P.M. 75.
Do. 1 P.M. (Wet bulb) ... 69.
Do. 4 P.M. Do. 70.
BAROMETER—9 A.M. 30.150
THERMOMETER—9 A.M. 70.
Do. 9 A.M. (Wet Bulb) ... 64.
Do. Maximum 76.
Do. Minimum (over night) ... 86.

SHIPPING INTELLIGENCE.

ARRIVALS.

Oct. 18, ADELE, German ship, 1,132, Lodgeman, Cardiff 20th June, Coals.—Melchers & Co.
Oct. 18, NAMOA, British steamer, 862, Geo. Westoby, Coast Ports, 18th October, General.—D. Lapraik & Co.
Oct. 18, GUSTAV, German bark, 656, T. Raben, Cardiff 19th June, Coal.—Siemssen & Co.
Oct. 19, GAELIC, British steamer, 1,712, Kiddley, San Francisco 29th Sept., General.—O. & O. S. S. Co.
Oct. 19, NORDEN, Danish steamer, 778, J. Rasmussen, Singapore 11th Oct., General.—Butterfield & Swire.
Oct. 19, STONE NORDISKE, Danish steamer, 695, Jensen, Shanghai 15th Oct.—Great Northern Telegraph Co.
Oct. 19, ESPERANCO, French bark, 272, Le Normant, Hilo 5th October, Sapanwood.—Carlovitz & Co.
Oct. 19, ELLEN, British bark, 499, Hodge, Singapore 1st Oct., Timber and General.—Ghee Aik Hong.
Oct. 19, CHADEL, British 3-m. schooner, 245, J. Stewart, Newchwang 13th Sept., Beans.—Kong Kee.
Oct. 19, YORTUNG, British steamer, 256, Goggin, Hoihow 17th Oct., General.—Kwok Acheong & Sons.

DEPARTURES.

Oct. 19, TUNIS, British steamer, for Newchwang.
Oct. 19, FRYEN, British steamer, for Swatow.
Oct. 19, FORMOSA BANK, British schooner, for Singapore.
Oct. 19, WM. HALES, American bark, for Portland, Oregon.
Oct. 19, MERIDIAN, Siamese schooner, for Bangkok.
Oct. 19, CANTON, British steamer, for Swatow.

PASSENGERS.

ARRIVED.
Per Norden, Danish steamer, from Singapore, 171 Chinese.
Per Namoa, British steamer, from Coast ports, Messrs. R. H. Page, W. Falkner, F. N. Ash, Rev. J. Booth, C. Cole, and Petersen, and 71 Chinese deck.

REPORTS.

The Danish steamer Norden, from Singapore, reports fine weather, and strong N.E. breeze.
The Danish steamer Store Nordiske, from Shanghai, reports fine weather, and strong N.E. winds.
The British steamer Gaelic reports:—Left San Francisco, at 2 p.m. on the 20th September, had moderate changeable wind across the Pacific arriving at Yokohama on the 11th October, at 6 a.m. Left Yokohama at 5 p.m. on the 12th inst. had fine weather down with strong monsoon in the China Sea, arriving in port at 7 a.m. this morning.
The British steamer Namoa reports:—Left Foochow on 16th, Amoy 17th, and Swatow on 18th October, and experienced moderate monsoon and fair weather.—steamers in Foochow, Kienmuir Castle and Hai San; in Amoy, Tamsui; Kwangtung and Fokien left the same day. In Swatow steamers Bellona and Chefoo.
The British bark Ellen reports:—Light breezes from S.W. to S.E. up till 12th inst. when wind hauled to N.W. and N.N.W. On 13th in lat. 15.53, and long. 149. E. had strong breeze from N.W., hard squalls, and heavy rain and a heavy N.W. sea. Lost a Chinese passenger overboard on the 14th. Moderate breeze and clear weather the remainder of the passage.
The German bark Gustav, from Cardiff, reports:—Crossed the equator on the 20th July, and passed the Meridian of Cape of Good Hope on the 21st August. Passed Anjer on 24th September. Had pleasant weather until 13th October; had a light typhoon in lat. 16.30 N. 118. 19 W. Wind rose from N.N.W. and went to S.W.

MacEWEN FRICKEL & Co.

GENERAL STOREKEEPERS, &c.

HAVE FOR SALE.

Groceries.
Crosse & Blackwell's, Celebrated Household Stores.
John Moir & Sons', Celebrated Household Stores.
American Stores of all descriptions.
Huntley & Palmer's BISCUITS & CAKES, BUTTER Danish & French, Philippe & Canada's PATES &c., CHUTNIES & CURRY POWDER, TEYSSONNEAU'S FRUITS in juice.
COFFEE, SUGAR, &c., &c.
Wines, Spirits, &c.
CUTLER PALMER & Co.'s "CARTE BLANCHE," HEIDSIOCK & Co.'s MONOPOL, pts. and qts. ADOLPHE COLLIN'S BOUZY CABINET, MUMM'S (Jules) CHAMPAGNE pts. and qts.
NEYEN'S (Boden) BOUZY, pts. and qts.
EXTRA SEC. quarts.
Charles Heidsieck's WHITE SEAL, pts. and qts. VEUVE CLUIQUOT PONSARDIN, pts. and qts. Theophile Roederer & Co.'s VERZENAY MOUSSEUX, pts. and qts.
Krug's CHAMPAGNE, pts. and qts.
CUTLER PALMER & Co.'s CHATEAU MOUTON, LORMONT, pints, and quarts.
ARAUZAN (Chateau), pints and quarts, ERMITAGE LUDON, THIBIEUF (Chateau), pints and quarts.
CHATEAU LAROSE (Carcier & Adet's), pints and quarts.
CHATEAU LAFITE, pints and quarts.
IBES GRAVES, pints and quarts.
BREAKFAST CLARET, pints & quarts.
OLD INVALID CLARET.
ST. JULIEN, &c., &c. Breakfast Claret.
Burgundy, Hock, Sherries, &c.
Chambertin, Chablis (White), Liebfraumilch, Hockheimer, Niersteiner, Steinberger Cabinet, Rudesheimer Berg, Konin Victoria Berg, Chateau Yquem, Grand Vin, Haut Sauterne Marsala, Sacccone's Pale Dry White Seal Sherry, Yellow Seal Amontillado Sherry, Cutler Palmer and Co.'s Sherry, Invalid Port (1848), Hunt's Port.
Brandy, Whisky, Liqueurs, &c.
1, 2 and 3-star Hennessy's Brandy, La Grande Marque Brandy, Cutler Palmer & Co.'s Brandy, Ruyver Guillet & Co.'s 1 to 4 stars, Finest Old Bour Whisky, highly recommended, Kinahan's LL Irish Whisky, Jamieson's Irish Whisky, Royal Glendee Whisky, AVH Gin, Swaine Board & Co.'s Old Tom Gin, La Grande Chartreuse, Green and Yellow, Maraschino de Zara, Curacao pints and quarts; Angostura, Boker's and Orange Bitters, &c., &c.
BASS'S ALE, bottled by Cameron and Saunders, pints and quarts.
GUINNESS'S STOUT, bottled by E & J. Burke, pints and quarts.
PILSENER BEER, in quarts.
DRAUGHT ALE and PORTER, by the Gallon.
Fine ALE, bottled by MacEwen, Frickel & Co. ALE and PORTER, in hogsheads.
Aerated Waters.
SODA WATER.
LEMONADE.
TONIC WATER.
SARSAPARILLA, &c., &c., &c.
The Finest Stocks of CIGARS, CAVITE CHEROOTS, PRINCESA CHEROOTS, PRINCESA CIGARS, AROOBROS, VEGUEROS, &c., &c.
"PERFECTION" All Specially Selected.
EMPRESS OF INDIA, and Best NAVY. STATIONERY, BOOKS &c.
"Franklin Square" Library, "Seaside" Library, Harper's Half-hour Series, French Novels, Medical Works, School Books, Presentation Books, Works of reference &c. Stationery for Ladies and Office use: Direct from the manufacturers the best and Cheapest in Hongkong. Special orders in this line executed on very moderate terms. Papers ruled to any pattern and stamped Plain, cameo or relief. Dies engraved to order. Office requisites of every description. Milner's Fire Proof Safes, Cash and Deed Boxes, Brushware, Cutlery, Crockery, and Glassware. Builder's Hardware material, Sporting Guns, Revolvers and Sporting ammunition. Sailmaking and Rigging promptly executed.

HONGKONG, WEDNESDAY, OCTOBER 19TH, 1881.

Intimations.

LE CERCLE-TRANSPORTS.
SOCIÉTÉ ANONYME D'ASSURANCE
MARITIME MARSEILLE.

CAPITAL SUBSCRIBED.....15,000,000 Francs.
CAPITAL PAID-UP..... 3,750,000 Francs.

The Undersigned, having been appointed AGENTS of the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.

ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

RECORD of AMERICAN and FOREIGN SHIPPING.

Agents.
ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

J. AND R. TENNENT'S ALE and PORTER.

DAVID CORSE & SONS'
Merchant Navy
Navy Boiled
Long Flax
Crown

ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER

always on hand.
L. MALLORY,
Proprietor.
Hongkong, 24th June, 1881.

STAG HOTEL.

QUEEN'S-ROAD CENTRAL.
Good accommodation for Visitors,
English & American Billiards.
Tiffin at One o'clock.
Dinner at 7.30.

This Hotel is most centrally situated and within easy distance of the principal landing places.

J. COOK,
Proprietor.

J. ULLMANN & Co.

42, QUEEN'S-ROAD, CENTRAL, 42.
Importers of WATCHES,
CLOCKS, MUSICAL BOXES, MARINE
and EYE GLASSES, in great
varieties, and General Goods.
N.B.—Watches carefully repaired
at moderate rates.

A. MILLAR & Co.,
PLUMBERS, GASFITTERS,
COPPERSMITHS, AND BRASS-
FOUNDERS, OFFICE AND WAREHOUSE
FLETCHER'S BUILDINGS, QUEEN'S-ROAD
EAST. WORKS—SPRING
GARDENS, WANCHAI

T. ALGAR AND COMPANY,
HOUSE AND ESTATE
AGENTS.
RENTS COLLECTED.

BROWN, JONES & Co.,
UNDERTAKERS.
MOURNING STATIONERY, &c.
MONUMENTS ERECTED.
9, HOLLYWOOD ROAD.

C. L. THEVENIN.

WINE AND SPIRIT MERCHANT,
AND COMMISSION AGENT.
HONGKONG HOTEL BUILDING,
QUEEN'S-ROAD, CENTRAL.

To be Let.

TO LET,

Immediate Possession,
TOP FLOOR of No. 8, Queen's Road
Central (above Mr. Noble's).
J. M. GUEDES, JUN.
Hongkong, 3rd October, 1881.

TO LET.

HOUSES at SPRING GARDENS.
Apply to
F. PEREIRA,
215, Wanchai Club.
Hongkong, 7th September, 1881.

Intimations.

ECA DA SILVA & Co.
GENERAL COMMISSION AGENTS
AND AUCTIONEERS.

IMPORTERS OF PARISIAN
GOODS, SPANISH WINES, AND
GENUINE HAVANA CIGARS.

Special lines in Fancy and Plain
SATIN, SILK, AND GAUZE DRESSES.
A variety of Richly TRIMMED
COSTUMES, from the first houses
in Paris.
Elegant Dressing & Morning
GOWNS.
BATHING DRESSES in the latest
Style.
MUSLIN SHAWLS, CRAVATS,
and FICHUS.
An assortment of Fine FRENCH
CORSETS.

Ex recent Mail Steamers.
Ladies' and Children's STRAW
HATS, in great variety.
PARASOLS and UMBRELLAS.
RIBBONS and SASHES of every
description.
Silk and Lisle Thread STOCKINGS.
COLLARS and CUFFS in latest
Fashions.
SATIN and KID SHOES.
White and Colored KID GLOVES.
Gentlemen's SILK and SATIN
SCARVES.
French BOOTS and SHOES.

A large collection of Elegant Art-
icles suitable for presents, from the
Grand Magasins du Louvre.
Piosse & Lubin's Celebrated
PERFUMES.
The most varied collection of Fancy
Goods in the Colony.
SILVERWARE of the Finest Quality
at extremely low prices.
Note the address, 43, Queen's-road
Central.
Hongkong, 15th June, 1881.

N. M. KHAMISA.

Drapery Store, Nos. 8 and 10,
Peel-street,

HAS For Sale, ex recent arrivals,

European Goods.

Coloured Alpaca.
French Prints.
Coloured Flannels.
Pompadour Satin.
Crewel Work of latest fashion.
Tooth Brushes.
Andalusian Wool (all colours).
Infants' Christening Robes.
Ladies' Skirt Pleating.
Fringing, assorted kinds.
Children's White Washing Hats.
Carrying Cloaks.
Ladies' Costumes of the best quality
and latest designs.

Pale blue, pale pink, and cream Mull
Muslins.
Infants' Silk Bonnets.
Pale, blue, and cream Book Muslins.
Ladies' Silk Hose—black, white, and
colored.

White Silk Mittens.
Ladies' striped Cotton Hose.
Gentlemen's White and Balbriggan
Half-hose.
Gentlemen's, Ladies', and Children's
Gauze Singlets.
Silk Ribbons.
Stays and Silk Scarves.
French and Swiss Embroidery.
Gentlemen's White Linen Shirts and
Drawers.
Hair Brushes.
J. & P. Coates' Machine Cotton, 300
yards reel, and a lot of useful
articles for Ladies dresses, &c.

Indian Bed Quilts, Ladies Shoes,
Gentlemen's Boots, Crimson Shetland
Shawls, and various kinds of Flannels.

Indian Goods.

Gentlemen's Smoking Caps.
Cashmere Shawls.
Cashmere Cloth for Ladies' Dresses.
Indian Jewellery, comprising Silver
Bangles, Necklaces, Belts, &c.
Ramporee Chudor.
&c., &c., &c.

Chinese Goods.

Silk Crape Shawls, Silk Hand-
kerchiefs, Scarves, &c., &c.,
Hongkong, 21st June, 1881.

R. FRASER-SMITH,
PUBLIC ACCOUNTANT,
ARBITRATOR,
AND
COMMISSION AGENT.
OLIVE CHAMBERS, HONGKONG.

NEW DIRECTORY
FOR THE FAR EAST.

A NEW DIRECTORY FOR
CHINA, JAPAN, AND THE
PHILIPPINES,
FOR THE YEAR 1882,
WILL BE PUBLISHED,

PRICE TWO DOLLARS,
ENTITLED

"THE HONGKONG DIRECTORY
AND HONG LIST FOR THE
FAR EAST."

THE above work will be published
on the 1st of January next, at
the office of this Paper, and will con-
tain a Directory for the Ports in the
large portion of Asia comprised be-
tween Penang, in the Straits Settle-
ments, and the Northern Ports, includ-
ing Formosa; the Treaty Ports of China
and Japan; the Philippine Islands; the
British Colony of Hongkong; and the
Portuguese Colony of Macao. The work
will also contain the Principal Treaties
between European countries and the
United States and the countries East
of the Straits, together with conditions
of Trade, and the Port, Customs, Con-
sular and Harbour Regulations for the
Ports of China and Japan; and a de-
scription of the Ports, with the latest
Trade Statistics taken from the Reports
of the Imperial Maritime Customs and
other reliable sources.

The various Governments and Mu-
nicipal Corporations will be applied to
for information, and all Public Bodies
and Companies, Bankers, Merchants,
Consuls, and Professional and other
Residents, will supply the necessary
matter to ensure correctness upon forms
sent for that purpose. The Naval and
Military portions will be taken from
the latest published official lists and
revised at Head-quarters; in fact no
pains will be spared to make "THE
HONGKONG DIRECTORY AND HONG LIST
FOR THE FAR EAST" a perfectly reliable
vade mecum.

It is intended to make this work a
medium for Advertisers at a cheap
rate, and the charge for Advertise-
ments will be

**\$10 per page in Hongkong,
and \$12 at Outports.**

The size of the Page will be SEVEN
INCHES AND A HALF LONG by FOUR INCHES
AND THREE-QUARTERS; this space will
admit of a large quantity of matter
and all Advertisements will be taste-
fully and prominently displayed.
Blocks of any description will be in-
serted, but these must not exceed
the above dimensions.

"THE HONGKONG DIRECTORY AND
HONG LIST FOR THE FAR EAST" will, in
order that it may circulate extensively
outside this Colony, be published at a
POPULAR PRICE, and can be or-
dered at this Office or obtained from
the Agents (list to be hereafter pub-
lished) for

TWO DOLLARS.

There is not space in the compass
of an ordinary advertisement to detail
all the mass of information it is in-
tended to introduce into the work, but
it may be fairly asserted that no such
Directory has ever been published
either in Hongkong, or any other
part of the East, at the price.

"Telegraph" Office, Hongkong,
October 1st, 1881.

SHIPPING IN HONGKONG HARBOUR.

Exclusive of late arrivals and departures this morning.

In this table the anchorage of Hongkong Harbour is divided, for purposes
of reference, into five sections:—No. 1 extending from Green Island to the P.
and O. Company's Wharf; No. 2 from the P. & O. Company's Wharf to the
Canton and Macao Steamboat Co.'s Wharf; No. 3 from the Canton and Macao
Steamboat Co.'s Wharf to the Government Wharf; No. 4 from the Govern-
ment Wharf to the Wanchai Pier; and No. 5 from the Wanchai Pier to
Kellett's Island.

<i>Vessels.</i>	<i>Section</i>	<i>Date of Arrival.</i>	<i>Captain.</i>	<i>Flag and Rig.</i>	<i>Tons.</i>	<i>Consignees.</i>
Steamers.						
Anger Head	3 Oct.	7 Roper	British	1299	D. Lapraik & Co.	
Ashington	2 Oct.	9 Allason	British	809	Siemens & Co.	
Canton	3 Oct.	17 Jaques	British	1095	Geo. R. Stevens & Co.	
Catterthun	4 Oct.	16 Miller	British	2167	Gibb, Livingston & Co.	
China	2 Oct.	18 H. Schoer	German	648	Hing Kee.	
Conquest	† Sept.	28 Hamlin	British	318	Shun Iang Hong.	
Consolation	2 Oct.	13 R. Young	British	764	Yuen Fat Hong.	
Fame	3	— A. Stopani	British	117	H. K. & W. Dock Co.	
Gaelic	3 Oct.	19 Kiddley	British	1712	O. & O. S. S. Co.	
Japan	* Oct.	6 Gardner	British	1865	D. Sassoon, Sons & Co.	
Joloano	* Oct.	11 Marquez	Spanish	654	R. Mourente.	
Kiung-chow	2 Oct.	10 A. Love	British	159	Chinese.	
Lorne	2 Oct.	18 McKechnie	British	1034	Bun Hin & Co.	
Namoa	3 Oct.	18 Westoby	British	862	D. Lapraik & Co.	
Nona	2 Oct.	11 Waeffel	German	669	Ed. Schellhass & Co.	
Norden	3 Oct.	19 Rasmussen	Danish	778	Butterfield & Swire.	
Oaklands	2 Oct.	16 Payne	British	710	Butterfield & Swire.	
Ocean	3 Sept.	11 Webber	British	1039	Geo. R. Stevens & Co.	
Rajanattianuhar	† Sept.	21 Hopkins	British	933	Yuen Fat Hong.	
Sea Gull	4	— Hayden	American	48	China Traders Co.	
Shun Tip	3 July	7 Man Fu	Annamese	93	Captain.	
Solway	† Oct.	15 Jervois	British	510	Vogel & Co.	
Sunda	3 Oct.	15 G. C. Brooks	British	1029	P. & O. S. N. Co.	
Thales	3 Oct.	16 Pocock	British	820	D. Lapraik & Co.	
Tung-ting	3 Oct.	10 F. Dunn	Chinese	315	O. M. S. N. Co.	
Yangtze	* Sept.	30 Schultze	British	782	Siemssen & Co.	
Yee-Tay	3 July	7 Leo Tung Tuk	Annamese	1200	Captain.	
Yottung	1 Oct.	19 Goggin	British	256	K. Acheong & Sons.	

* Kowloon Dock. † Cosmopolitan Dock. ‡ Aberdeen Dock. ** Patent Slip.

Sailing Vessels.

Adele	4 Oct.	18 Logemann	Ger. ship	1132	Melchers & Co.
Alva	2 Aug.	14 L. de Souza	Port. ship	632	Brandao & Co.
Anna	3 Oct.	6 Davidson	Ger. bark	350	Wieler & Co.
B. H. Sternken	4 Oct.	18 C. Meyer	Ger. brig	235	Melchers & Co.
Bua Oano	2 Aug.	27 C. Lange	Siam. bark	338	Yuen Fat Hong.
Citadel	3 Oct.	19 Stewart	Br. 3-mach.	245	Kong Kee.
Olara	3 July	20 Cutler	Brit. bark	939	Vogel & Co.
Daniel Barnes	3 July	22 J. G. Stover	Amer. ship	1485	Vogel & Co.
Edmond Phinney	5 Sept.	14 J. Berry	Amr. bark	751	Carlowitz & Co.
Ellen	3 Oct.	19 Hodge	Brit. bark	499	Ghee Aik Hong.
Elvira Dorale	1 Sept.	9 Pimentel	Hawai. sh.	1363	Captain.
Esperance	3 Oct.	19 Normant	Fren. bark	272	Carlowitz & Co.
F. de Lesseps	4 Oct.	16 Matel	Fren. bark	480	Carlowitz & Co.
Flora	3 July	18 Will Block	Ger. bark	970	Carlowitz & Co.
Friedrich	3 Oct.	5 Spiesen	Ger. bark	595	Siemssen & Co.
Gustav	2 Oct.	18 Raben	Ger. bark	656	Siemssen & Co.
Gustav & Oscar	1 Sept.	16 Hartmann	Ger. ship	1352	Captain.
Helicon	5 Oct.	5 Howe	Amr. ship	1199	Captain.
Hindustan	** Sept.	10 Belyea	Brit. ship	1547	Captain.
Hope	4 Oct.	7 Curty	Amer. ship	797	D. Lapraik & Co.
Iceberg	4 Sept.	24 C. F. King	Amr. ship	1177	Siemssen & Co.
Ino	8 Oct.	8 Bohsen	Ger. bark	344	Wieler & Co.
Kim Soon Hoat	1 Aug.	16 P. Beng	Siam. bark	208	Chinese.
Laurens	4 Oct.	7 A. Snow	Amer. ship	808	Melchers & Co.
Lizzie C. Troop	4 Oct.	17 Dylearning	Brit. ship	1391	Captain.
Mary L. Stone	3 Sept.	5 A. D. Field	Amr. ship	1458	Russell & Co.
Morning Star	3	—	Siam. bark	570	Chinese.
Phoenix	1 Oct.	7 F. Gruff	Ger. bark	683	Arnhold, Karberg & Co.
Prudencia	2 Sept.	10 Dudrichsen	Ger. bark	864	Carlowitz & Co.
Rambler	4 Oct.	7 Watson	Amr. bark	1018	Arnhold, Karberg & Co.
Regulus	4 Oct.	17 S. Meyer	Ger. ship	1145	Melchers & Co.
R. Robinson	5 Sept.	14 Smith	Amr. ship	1652	Jardine, Matheson & Co.
Spartan	5 Feb.	6 Vincent	Amr. schr.	81	W. H. Ray.
Souvenir	4 Oct.	16 Williams	Brit. bark	482	Captain.
Star of India	2 Aug.	19 H. D. Roe	Brit. bark	1040	Vogel & Co.
Stonewall Jackson	4 Sept.	16 Swain	Amr. bark	1102	Russell & Co.
Syren	2 Oct.	5 Braun	Amr. ship	875	D. Lapraik & Co.
The Tweed	2 Aug.	8 J. M. Whyte	Brit. bark	1745	Arnhold, Karberg & Co.
Titan	5 Sept.	22 C. M. Norris	Amr. ship	1229	Geo. R. Stevens & Co.
Twilight	5 Sept.	27 Westland	Amr. ship	1303	Arnhold, Karberg & Co.
Wagrien	2 Aug.	26 Dibern	Ger. schr.	179	Captain.
Wega	5 Oct.	5 A. Leopold	Ger. ship	1115	Melchers & Co.
Wrecker	4 Oct.	13 Hendersen	Am. loreha	65	Captain.

* Cosmopolitan Dock. ** Kowloon Dock. † Aberdeen Dock. ‡ Patent Slip.

RIVER STEAMERS.

Vessels.	Captain.	Flag.	Tons.	Owners or Agents.
Iohang	J. Ogston	British	700	Butterfield & Swire.
Kiu-Kiang	T. Benning	British	1061	H. C. & Macao Steam-boat Co.
Kiang-ping	—	Chinese	360	China Merchant S. S. Co.
Powan	A. G. Carey	British	1890	H. C. & Macao Steam-boat Co.
Spark	Lofavour	British	140	H. C. & Macao Steam-boat Co.
White Cloud	Hoyland	British	652	H. C. & Macao Steam-boat Co.
Yotsai	McDougall	British	250	Kwok Acheong & Sons.